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New England - Old and New, 1620-1920

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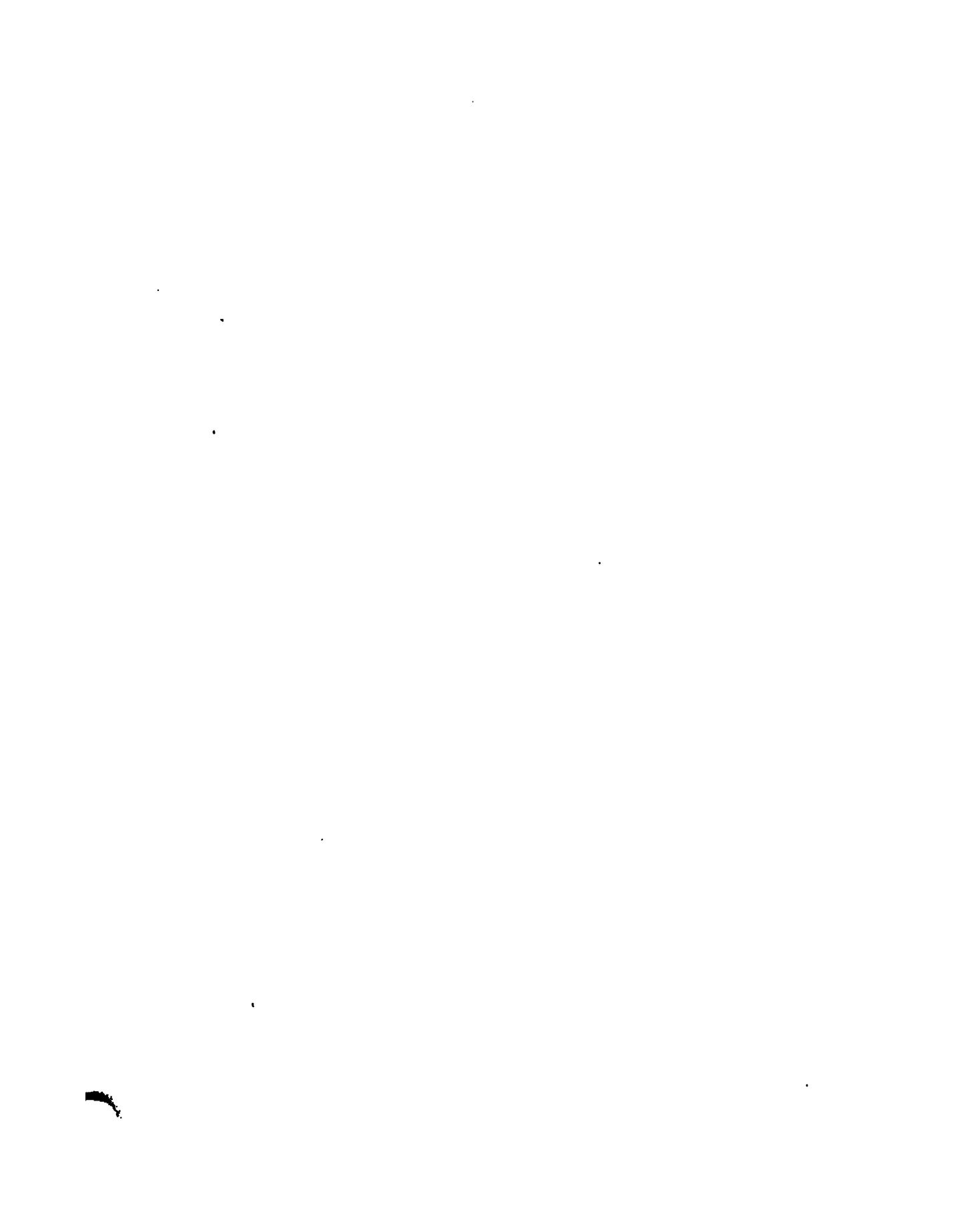
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NEW ENGLAND

Old and New



1620 - 1920











THE first sawmill—erected near
Portsmouth about 1631. Prob-
ably New England's first water-power
development.

NEW ENGLAND

Old and New

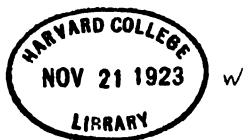
A BRIEF REVIEW of some historical and
industrial incidents in the Puritan “New
English Canaan,” still the *Land of Promise*



Published by the OLD COLONY TRUST COMPANY
of Boston, commemorating the TERCENTENARY
of the First Landing at Plymouth in 1620

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Second edition

THE UNIVERSITY PRESS, CAMBRIDGE, MASS.



FOREWORD

"**G**OD sifted a whole nation that he might send choice grain into the wilderness," said William Stoughton in 1688.

This grim old Puritan did not exaggerate. The founders of New England were not restless soldiers of fortune attracted by promises of plunder. They were not traders attracted by the prospect of inordinate profits. They were not poor people seeking to improve their economic condition. They were drawn from the very best elements of the English nation—landed proprietors, yeomen, merchants, religious leaders—a large proportion university graduates, the progressives of their day who had the courage of their convictions.

They came to the savage wilderness to establish homes for themselves and their children, where they would be free from the cramping restrictions on religious faith and forms of worship that had led many of them to leave England and seek sanctuary in the Netherlands. To establish a New England founded on their ideals of religious and civic rights, they braved the perils of the stormy Atlantic, the ferocious red men, the privations and sufferings of pioneer life in a land whose soil is "not sterile unto death nor fruitful unto luxury"—a land which nevertheless appealed to them as a New Canaan.

The very names "Puritan" and "Pilgrim" summon a vision of stern men and brave women battling against Nature's relentless rigors through

the cold winters, in daily peril from the savage denizens of the forest—industrious, God-fearing, independent, aggressive.

This is the New England of history—the men and women whose figures stalk across the pages of American song and story like giants and saints—Bradford, Winthrop, Roger Williams, Priscilla Mullins, the brilliant Anne Hutchinson, the stout soldier Miles Standish; and later, Samuel Adams, John Hancock, Israel Putnam, Daniel Webster, Ralph Waldo Emerson, James Russell Lowell—patriots, poets, statesmen.

But New England, with her glorious traditions of a great past, does not rest on her laurels. Her people have made New England the Switzerland of America for skilled workmanship. Here, where the mechanic arts first took root in America, lives the greatest concentration of skillful, adaptable labor in America. Arms and munitions manufactured during the Great War demonstrated this most vividly.

And yet, after the roll of three centuries, New England is only partially developed. In her water powers she possesses wonderful potentialities. At many points her rivers only wait the harness of dams to start the music of the turbines.

For industries that require an abundance of cheap power, skilled craftsmen, cheap transportation to the world's markets, and a short haul to the greatest centers of population in America, New England is indeed the land of promise.

Her chambers of commerce and other quasi-public institutions will gladly furnish definite information, advice, and assistance to enterprises seeking location in richly endowed, conservative, practical, aggressive New England.

Glorying in her past, she presses forward to a still greater future.



CHAPTER I

Settlement

THE historic voyage of the *Mayflower* in the fall of 1620 marks the beginning of a new era in social and political development. From Christmas Day, 1620, as recorded in Bradford's "History of Plymouth Plantation,"—"and ye 25 day begane to erecte ye first house for comone use to receive them and their goods,"—dates the effective history of New England.

The *Mayflower* voyage appeals strongly to the imagination. A cockleshell of 180 tons, crowded with a hundred pilgrims, it was tossed about like a cork on the wild Atlantic. Saved in mid-ocean by a big iron screw when a cracked

The Mayflower

timber threatened destruction, the *Mayflower* was driven hundreds of miles out of its course. Instead of coming to land in Delaware, the snow-shrouded coast of New England was sighted on the ninth of November:

In Provincetown harbor the battered *Mayflower* cast anchor. Here Dorothy Bradford met death by drowning, and Peregrine White, the first Pilgrim child, was born. Here the *Mayflower* compact was signed.

Five weary weeks were consumed in the search for a site suitable for founding the first town in the new English Canaan. The *Mayflower's* open shallop went exploring up and down the coast in the bitter cold. Finally the place that had been named Plymouth on Captain John Smith's map was selected.

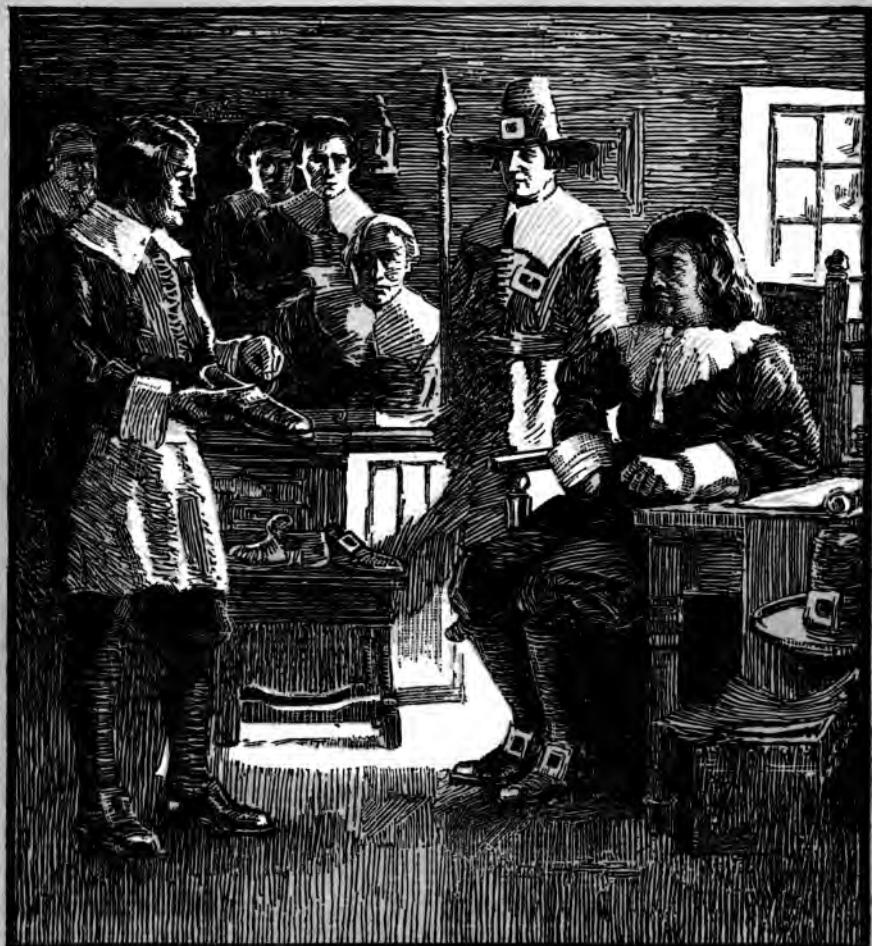
The First Winter

Out of the hundred who landed, fifty-one succumbed to disease, exposure, and privation that first winter. At one time only Brewster, Miles Standish, and five others were well enough and strong enough to care for the sick and bury the dead. But there was no thought of surrender. Brewster spoke the truth when he said, "It is not with us as with men whom small things can discourage or small discontentments cause to wish themselves at home again."

Work went on. By the end of the following summer we find a rude fortress topping the hill, twenty-six acres cleared and planted, and seven houses forming the village street, with others building.

The Indians

The settlement of Plymouth was effected without any loss of life through Indian attack. Though the bow twanged and the blunderbuss barked on several occasions, no blood



IN 1646 the Boston shoemakers petitioned for a consolidation of their craft, that "all boots might be alike made well."

was spilled. Good relations were established with the Indians towards the end of the first winter.

The First Treaty

The first treaty was made with Massasoit, sachem of the Wampanoags, who inhabited the shores of Massachusetts Bay. He came accompanied by a score of befeathered braves. With Miles Standish and a few musketeers standing quietly by, the pipe of peace was smoked and a treaty made that was faithfully kept on both sides for half a century. This quality of probity runs like a golden thread through New England's history.

Canonicus, the sachem of the Narragansetts, however, threatened trouble. He sent a snake-skin filled with arrows. Governor Bradford's answer to this challenge was the snake-skin stuffed with gunpowder and bullets. Boldness won. Against the fifty English settlers, the Narragansett chief could have mustered two thousand warriors. The same spirit of indomitable courage came to the surface a century and a half later, when New England rose, almost like one man, to protect the rights which a tyrant king and government threatened to extinguish.

The Fortune

During the fall of 1621, the *Fortune* arrived with a welcome reinforcement of fifty. However, as she was not very well provisioned, the daily ration was scanty during the second winter.

First Export

The *Fortune* carried back with her the first exports of the infant colony—some beaver skins and choice wood for wainscoting—worth about five hundred pounds sterling. This was to have been the first payment to the London “merchant adventurers” who financed the colony. But the *Fortune* fell in with a French cruiser and was robbed of

everything worth carrying away. This little cargo, of slight importance in itself, illustrates the sturdy integrity of the founders of New England, and their determination to become financially independent. In 1627 the colony bought up all the stock of the "merchant adventurers." Within seven years they had paid for it in full, through the fruits of their labor.

The history of Plymouth is vital in its importance. The first settlers, and those like them who followed, had an incalculable influence in determining the civilization and the ideals that were to govern the building of the nation.

Plymouth's
Importance

But the colony itself was never large. Even in the early days its growth was slow. Ten years after settlement, Plymouth numbered but three hundred souls. In 1643, when the New England Confederacy was formed, the population of Plymouth was but three thousand.

It is in the light of what came afterward that the founding of Plymouth assumes its importance as marking the beginning of a new era. The Plymouth pilgrims were but the advance guard of a mighty Puritan host that ten years later rolled over New England and planted settlements all along the New England coasts.

The Great
Puritan Exodus

The sailing of John Winthrop and his company, in April, 1630, led to the founding of Boston, Charlestown, Newtown, Watertown, Roxbury, and Dorchester. By Christmas of that year, seventeen ships had arrived, bringing over a thousand passengers. By 1640 not less than twenty-six thousand had made their homes in New England. For more than a century afterwards there was little emigration to this part of the country.

Colonial
New England's
Racial Unity

The historian John Fiske records that up to the time of the Revolution, no county in England was more thoroughly English than the New England colonies. On three occasions only was there any considerable infusion of non-English stock. In 1652, after his victories at Dunbar and Worcester, Cromwell sent 270 of his Scottish prisoners to Boston. After the revocation of the Edict of Nantes in 1685, 150 families of Huguenots came to Massachusetts. In 1719, 120 Presbyterian families came over from the north of Ireland and settled at Londonderry, New Hampshire. Weeden reports the arrival at Newport, Connecticut, of sixteen Hebrew families from Holland in 1658.

Vitality of
Inherited Ideals

While modern New England no longer possesses the racial unity of colonial days, the ideals of her Puritan founders still dominate. A recent occurrence in Massachusetts demonstrated their vitality, when civil and property rights were menaced. The instant response of her citizens, of all racial antecedents, was a striking revelation of the devotion of present-day New England to those principles of law and order which the early settlers revered.





CHAPTER II

Colonial Days

NEW ENGLAND was a land of towns. Big plantations and extensive holdings were the exception. Agriculture, fishing, and trading were the principal occupations. For years it was forbidden to build a house more than two miles from the meetinghouse.

This centralization served several purposes. Besides keeping the population compact and in good posture for defense against the Indians, it made easier the enforcement of the strict laws on church attendance. Public order was more readily maintained. Community spirit developed that found ready expression and definite direction.

Effects of
New England
Town Life

Colonial
Industries

New England never drifted. She always stood up for her rights, and resisted outside interference in colonial affairs, whether of government or trade.

Hardly had houses been built and a few fields ploughed and planted before manufacture and trade began. Thirty years after Plymouth was settled we find a wide variety of manufactures prospering in the infant colonies—sawmills, gristmills, glassworks, ropewalks, iron foundries, textile mills, gun shops, shipyards, tanneries, brickyards. Cattle and sheep were pastured under the care of a cow-keeper or herdsman in Boston, Cambridge, Salem, Dorchester, Windsor, Connecticut, and other towns. Corn, pork, fish, and lumber were exported.

Boston Boot-
makers' Petition

The bootmakers of Boston in 1646 complained to the General Court of "much bad work produced by their craft," and petitioned for permission to join themselves into one large company, so that "all boots might be alike made well." In this attitude of the Boston bootmakers we find an explanation and a reason for New England's supremacy in many lines of manufacture to this day—good work and pride in it.

First American
Iron Foundry

To the initiative of John Winthrop, Jr., and the skill of Joseph Jenks, belongs the credit of establishing the first iron foundry and machine shop in the western world. It began operation at Lynn in 1643. Tradition says that the first successful casting was a quart iron pot. The iron deposits of the Saugus bog furnished the ore. In 1645 John Winthrop, Jr., reports its successful operation. "Their furnace runs 8 tons per week and their bar iron is as good as Spanish."

Joseph Jenks was a man of unusual skill and intelligence. In 1646 he petitioned and the Court granted him a patent for fourteen years “to build a mill for the making of scythes, and also a new invented saw mill and divers other engines for making of divers sorts of edge tools, whereby the country may have such necessaries in short time at far cheaper rates than now they can.”

Brains Plus
Skill and Care

These scythes were a great improvement over the type then in general use. They were much lighter and narrower — the type that superseded all others for use in America until another American revolutionized harvesting by the invention of the mowing machine.

In this first New England foundry and machine shop we find the true quality of craftsmanship—brains plus skill and care—that has made New England the finishing shop of the nation, whence come tools of precision, fine silverware, improved machinery, watches, phonographs, and a host of similar products.

Colonial production of textiles—wool, linen, and cotton—was the object of several orders of the General Court during 1640. Towns were directed to ascertain what seed was necessary for the growing of flax, who among the inhabitants were skilled in braking, operating spinning wheels, and in weaving. Boys and girls were to be taught spinning. A bounty of threepence in the shilling was provided for wool and linen cloth produced from colony-grown materials. Boston increased the number of sheep that might be grazed in place of one cow from four to five.

Bounty on
Spinning and
Weaving

But the real beginning of New England’s textile industry—mill manufacture—dates from 1643. In that year

a fulling mill was imported from England, and at Rowley, where twenty or more families trained in the cloth manufacture of Yorkshire had settled, the machinery was set up and put in operation. It marks the inception of an industry in which New England leads the nation. Not only in volume and quality of product does New England excel, but also in the manufacture of improved textile machinery.

First Sawmills in
New England

In England and Holland sawmills were not regularly operated until about a hundred years after the first American sawmill was started at Piscataqua (near Portsmouth) in 1631. In Europe, during this time, the sawyers and laborers successfully fought the adoption of power on the ground that it would deprive many of them of a livelihood.

This pioneer among American sawmills employed thirty people. It was, perhaps, the first industrial use of New England's unrivaled water powers.

Grants for sawmills usually provided that the town should have a certain proportion of the total as rental or royalty. On such other supply as was required, the town enjoyed a preferred price. Gloucester, in 1650, obliged the grantee to sell boards to the inhabitants at one shilling per hundred — “better cheap than to strangers.” Other towns provided that their inhabitants should have preference over strangers in the matter of work at the mills; and supplies must be bought from the townsmen. No timber was to be cut within three miles of the meetinghouse, etc.

Shipbuilding
and Shipping

Abundance of cheap timber, “fit for shipping, planckes, or knees,” etc., and skilled shipbuilders made New England a big factor in shipbuilding and commerce early in her history. New England could build ships at a cost per



"WE whose Names are underwritten... Having undertaken... to plant the first Colony in the Northern parts of Virginia; Do by these Presents solemnly and mutually, in the presence of God and one another, Covenant and Combine our selves together into a Civil Body Politick for our better ordering and preservation..."

From the "Mayflower Compact."



ton that was twenty-five dollars below the European price. Ships soon became a principal New England export.

Fish and lumber formed the keystone of early New England commerce and wealth. In 1641 New England exported 300,000 dried fish to the West Indies and to the Catholic countries of Europe. During this year eleven vessels sailed to the West Indies loaded with lumber and pipe-staves, bringing back sugar, indigo, and other tropical products.

Early Commerce
in Fish and
Lumber

Year by year this trade grew and the number of vessels increased. At first trade was carried on largely by Dutch ships; but after 1651 it was legally open only to colonial ships and English, Scotch, or Irish vessels. A later law forbade commerce with any but English possessions.

Foreign Ships

The growth of New England ships and shipping can be judged by the statistics of ships around Boston as given by Governor Hutchinson in 1676 — thirty vessels between 100 and 200 tons, two hundred between 50 and 100 tons, and five hundred smaller ships. By the middle of the eighteenth century Boston had become one of the world's busiest ports, with about a thousand arrivals and departures of ships in foreign trade annually, and a big coastwise tonnage and commerce. In 1770 Massachusetts alone constructed half of all the vessels built in America.

New England
Vessels

New England mastery in shipping and trade is of long standing. During the "golden age" of American shipping, from the Revolution to the decline of the clipper ships in 1860, New England led the world. In the new era of American shipping — of motor ships, of coal- and oil-burning steamers — New England, with her magnificent

Beginning of
Popular
Education

harbors and modern facilities, is doing a bigger, more profitable business than in the palmiest days of her clipper ships. She is actively competing for a larger share in modern commerce that her geographical situation, industrial expansion, and terminal facilities enable her to handle.

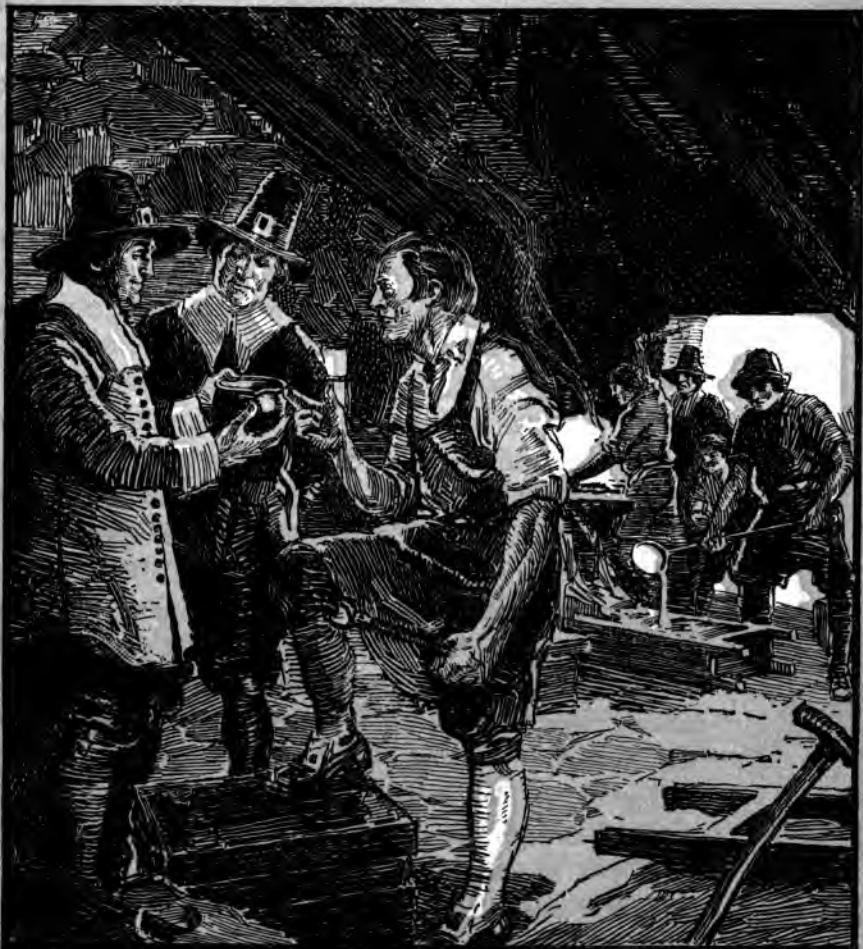
The life of colonial New England was many sided. While she was building up her commerce and manufactures she was also planting new milestones along the road of progress.

In 1647 Massachusetts passed a law requiring each town of fifty householders to "appoint one within their town to teach all such children as shall resort to him to write and read."

Eleven years before, the General Court had appropriated four hundred pounds towards the establishment of a college at Newtown. It is said of this assembly that it was "the first body in which the people gave their own money to found a place of education." Two years later, in 1638, John Harvard, dying childless, bequeathed his library and half of his estate to the college. Here we see the establishment of the distinctly American system of the "little red schoolhouse," and of higher education stimulated by the use of the public's money.

Colonial Money

Money in the modern sense was never plentiful in colonial New England. The native American money, wampum, was legal tender until 1661. It remained current in small transactions till late in the eighteenth century. Its value ranged from five shillings to twenty shillings a fathom. Much of the early income of Harvard College came from the ferry privilege between Boston and Charlestown which



IN 1642, the first iron works were put in operation—near Lynn, Massachusetts. Tradition says an iron quart pot was the first casting.

the General Court granted to Harvard College in 1640. Shortly afterward, we find the ferrymen complaining of loss from passengers who paid in "peag" (a common name for wampum) that was in such bad condition that they lost two-pence in the shilling.

Coins in
Circulation

Metal coins of English, French, Dutch, and Spanish origin circulated in New England. There were ninepences, fourpence-ha'pennies, bits and half-bits, pistareens, picanunes and fips, doubloons, moidores, and pistoles, English and French guineas, carolins, ducats, and chequins.

But there was not enough currency to keep pace with requirements for domestic and foreign trade. In 1652 Massachusetts erected "a mint for coining shillings, sixpences, and three pences." The most famous of these coins was the "pinetree shilling." From making these coins the mint master piled up such a fortune that he gave his daughter her weight in silver shillings as a dowry.

Legal
Punishments

The ducking stool, stocks, bilboes, whipping post, and gallows faced wrongdoers throughout New England's colonial history. Scolding wives and quarrelsome wives and husbands were the most frequent occupants of the ducking stool. A few dips in cold water were reported as extremely efficacious in remedying conjugal infidelity. Intoxication, more than any other misdemeanor, brought people into the stocks. This penalty was not entirely abandoned till early in the nineteenth century. The bilboes consisted of a strong iron bar parallel to the ground and supported at a height of a yard or less. To this bar were fastened shackles. The culprit lay on his back, with his ankles securely shackled to this bar, while undergoing punish-

ment. The whipping post was used for many offenses which now seem trivial in comparison to the penalty. Sleeping during the sermon occasioned the use of the whipping post in at least one recorded case. Among the famous New England hangings were those of six pirates who made a gruesome spectacle for Boston's citizens on Friday, June 30, 1704. It is recorded that the pirate captain, John Quelch, stepped forward and, taking his hat off, made a short speech before his execution, warning the spectators to have a care "how they brought money into New England, to be hanged for it."

On the statute books there were fifteen capital crimes, including blasphemy, witchcraft, idolatry, marriage within the Levitical degrees, "presumptuous sabbath breaking," and cursing or smiting one's parents. The court had a wide discretion, however, and hanging was rarely inflicted except in cases of murder or other serious crime.

To the end of the seventeenth century witchcraft was a statutory offense throughout the civilized world. Executions for witchcraft occurred in England as late as 1712, in Scotland in 1722, and in Germany the year Goethe was born, 1749. Martin del Rio reports that in the year 1515 not less than five hundred witches were executed in the single city of Geneva. In Scotland from 1560 to 1600, the average annual number of victims was two hundred. During the first sixty years in New England's history about a dozen cases of witchcraft were prosecuted.

The outbreak of hysterical fear of witches, which resulted in the execution of nineteen people in Salem in 1692, has held a position of undeserved prominence in American

Witchcraft
a Statutory
Offense

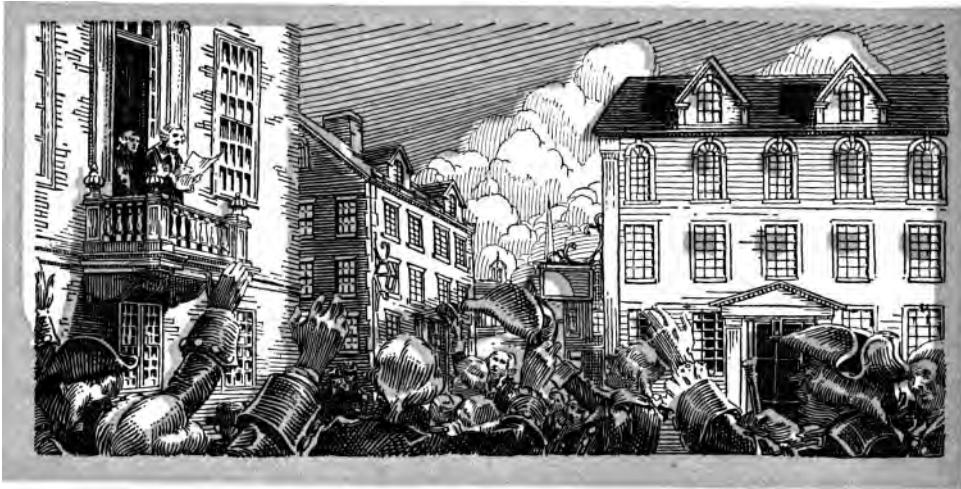
Sanity and
Progress

history. It ended witchcraft in America for all time—decades earlier than in the most advanced countries of Europe.

Enlightened progress is written large on every page of New England's history. A spirit of sanity and humanitarianism early led New England to abolish human slavery. Massachusetts, by her constitution of 1790, became the first free state. She fought hard to end slavery in the nation. In 1784 Rhode Island enfranchised Roman Catholics. Maine was three-quarters of a century in advance of the nation in adopting prohibition. She was one of the first states to abolish the penalty of capital punishment for crime. In the protection of children, too, New England has made a proud record by the enactment of model child labor laws.

Basis of
Leadership

In the factories of New England were first developed the machinery and the efficient organization of effort which laid the foundations for America's industrial supremacy. In every department of intellectual, social, and industrial activity New England has been ever in the forefront. She has fulfilled the promise which her activities during colonial days prophesied.



CHAPTER III

Independence

FROM the signing of the *Mayflower* Compact to the day, a hundred and fifty years later, when the battle of Lexington opened the Revolution, New England never willingly, or with good grace, acknowledged the jurisdiction of king or parliament in American affairs.

To be sure, the treaty with "King" Massasoit was made in the name of King James; but no royal official had anything to do with it. Likewise, neither King James nor the English parliament did anything to assist in founding New England. Not until late in the seventeenth century did the colonists consent to administer justice in the king's name.

King's
Authority
Flouted

The New England Confederation of 1643 was formed as between sovereign states. No permission was asked.

Coins were minted which bore neither the name nor the likeness of the English king. They were authorized and circulated without his consent or permission. When the king showed anger at the lack of any recognition of royal authority on these coins, a quick-witted friend of New England mollified the vain monarch by explaining that the pine tree was the royal oak in which a Stuart king had once hidden.

Indian Wars

The wars with the Indians were fought and won at New England's expense—of blood and money. The first war with the murderous Pequots, in 1637, was won in an hour's battle. Seventy-seven colonists from Connecticut, Plymouth, and Massachusetts attacked the palisaded fort of the savages near Stonington, Connecticut. Out of more than seven hundred red men, it is said but five escaped. The thoroughness of this victory proved a salutary object lesson. It stilled the war whoop for forty years.

King Philip's War, 1675-1678

From 1675 to 1678 New England fought for her life. This was the period of the terrible King Philip's War. During its course twelve New England towns were utterly destroyed. Forty out of ninety towns were the scene of fire and slaughter. Over a thousand staunch men lost their lives, and scores of gentle women and helpless children perished.

But it saw the end of Indian power in New England. When it ended, most of the warriors were dead. Henceforth, the Indians figured no more in New England history, except as allies of the French in bloody frontier raids.



ON a chill December day, 1620, the Pilgrims landed on the snow-clad shore of New England; and, according to Governor Bradford's account, "Ye 25 day begane to erecte ye first house for comone use to receive them and their goods." It marked the dawn of a new era.

The end of this war found Plymouth Colony with a debt greater than the value of all the personal property in the colony. The same was true of Massachusetts and Connecticut. Practically every family was in mourning. Payment in full meant years of unremitting toil, thrift, and self-denial. But the New England tradition was maintained. Every penny was finally paid.

To protect themselves against French encroachment was the object of the expedition in 1745 against Louisburg, the French Gibraltar, on whose fortifications over ten million dollars had been expended. This extraordinary enterprise was urged and organized by Governor Shirley, of Massachusetts. New England raised and officered the army. Not an English redcoat was present, though English naval forces coöperated efficiently in the later stages of the siege and contributed to its successful conclusion. In recognition of this victory, the commander, Colonel William Pepperell, of Kittery, Maine, was made baronet — the only colonial American who ever received that honor, says John Fiske.

Eliminating
a Fighting
Frontier

This, and the capture of Quebec, in which the southern colonists assisted, meant to New England the elimination of a fighting frontier. For this purpose they gladly served side by side with the redcoats, who constituted about half of Wolfe's force at the siege of Quebec in 1759.

With the exception of these military enterprises, the record of New England resistance to English authority runs through every page of colonial history.

The Navigation Act of 1651 aroused bitter opposition not only in New England, but in all the colonies. It was the application of protection and worked severe hardships.

Navigation Acts

By limiting the countries the colonies could trade with and the nationality of the ships by which the trade could be conducted, this law enabled the buyer of colonial produce to set the price.

By shutting out foreign competition it gave the English, Scotch, and Irish merchants a monopoly of the market. They could regulate the price at which goods were sold to the colonists. The result was low prices for colonial products and high prices for imported goods.

In addition, a later law forbade any trade between the colonies and foreign countries or possessions. This restrictive law, which aimed to give English ships monopoly in English trade, was not abolished till 1849.

The Navigation Acts, annulling the charter of Massachusetts in 1648, the tyrannous rule and final overthrow of Sir Edmund Andros as Viceroy of New England, in 1689, the erection of Massachusetts into a royal province which included Plymouth, Maine, and Acadia, the Stamp Act, the import duties — these were the seeds of the Revolution.

Inasmuch as the war with the French in America had been largely beneficial to the colonies — their war, in fact — both parliament and the king decided that the colonies should be taxed to support the army of ten thousand men which the enlarged dominions required.

They would have preferred that the colonies lay the necessary taxes; but there was no general assembly of the colonies with which the home government could treat. Besides this, experience had shown that each colony was always unwilling to make a grant for the common service of the colonists as a whole.

Seeds of the Revolution

Why the Stamp Act Was Passed



*"WHIRR, whirr, whirr," sang the
old colonial spinning wheels —
humble predecessors of the great power
looms of present-day New England.*

It was accordingly thought that the only authority to which all the colonies would bow was that of the British parliament. In 1765, therefore, parliament passed a Stamp Act which was calculated to raise about a hundred thousand pounds. The stamped papers were to be used for all legal documents.

The colonists refused to accept the stamped papers and attacked the officers whose duty it was to distribute them. In 1766 this act was repealed; but the repeal was accompanied by a Declaratory Act which asserted the right of the British parliament to tax the colonies, as well as to legislate for them.

Import Duties

The following year an act of parliament levied duties on glass, red and white lead, painters' colors, paper, and tea. New England's answer was a general refusal to use these articles, and failure to convict colonists accused of acts of violence against the revenue officers.

In these acts of resistance they were upholding the Englishman's ancient right to a voice in all matters of taxation. The denial of this right stood as the principal and direct cause of the Revolution—taxation without representation.

**Duty on Tea
Retained**

The violent opposition to these acts left the British government two alternatives—treating with the Americans as a virtually independent people, or compelling obedience by military force. A halfway method was sought. In 1770 all duties were repealed, except that of threepence a pound on tea. This duty was retained, not for the revenue it would afford, but simply to assert the right of England to tax the colonies—a challenge and an irritant.



GOVERNOR Bradford answered the threat of the savage Canonicus, a snake-skin filled with arrows, by returning the same snake-skin stuffed with gunpowder and bullets. He defined New England's attitude towards disturbers of the peace—fearless, uncompromising maintenance of law and order.



Sullen resistance and defiance to English rule continued. In 1770 a street riot broke out in King Street [now State Street], Boston, in the course of which the soldiers fired on a threatening mob, killing four people. This is known as the "Boston Massacre." It caused tremendous excitement and extreme exasperation.

Boston Massacre

Samuel Adams, as spokesman for the townspeople, demanded the immediate removal of all the soldiers. The governor wisely decided to acquiesce. These regiments at once became known as "Sam Adams' regiments."

The entire loss of the support of public opinion rendered government less effective. Lawlessness ran riot. Revenue officers were tarred and feathered and otherwise outraged with impunity. In 1772 a small vessel of war, the *Gaspee*, was captured and burnt.

The *Gaspee*

The following year when a number of ships loaded with tea arrived in Boston harbor, the inhabitants met and requested the governor to have them sent away. He refused. A few days later, a number of young men disguised as Indians boarded the ships and, breaking the chests open with tomahawks, threw all the tea into the harbor.

"Boston Tea Party"

England regarded these acts as practical anarchy so far as English law was concerned. Burke's advice, "revert to your old principles—leave America, if she have taxable matter in her, to tax herself," was disregarded. Force was decreed.

In 1774 parliament passed the Boston Port Act. It prohibited the landing or shipping of goods at Boston. Parliament then passed the Massachusetts Government Act which transferred the appointment of the Council, or upper

Repressive Acts

house, together with that of all judges and administrative officers from a popular electorate to the Crown. Another act forbade public meetings without the leave of the governor. A soldier, General Gage, was appointed governor.

The Continental
Congress

These measures roused all the colonies. What was being done in New England might later be done elsewhere. A congress, attended by deputies from all the colonies but Georgia, met at Philadelphia under the name of the Continental Congress. This congress declared for the stoppage of all export and import trade with England till such time as the grievances should be redressed. The active spirits were fully determined to resist unless concessions were made.

Minute Men

In New England extensive preparations for resistance were made. Officers were selected and "minute men"—who offered to fly to arms at a minute's notice—were enrolled in large numbers.

Lexington
and Concord

Most of the colonists thought that by a strong demonstration of preparedness and determination to resist coercion they would be able to secure the repeal of the obnoxious laws. England was blind to American power of resistance.

Hostilities opened without any official declaration of war, and quite unexpectedly. The night of April 18, 1775, a small British force set out from Boston to seize some arms and stores at Concord. Passing through Lexington, they were fired on. The next day, April 19, occurred the "Concord Fight," and the march of the red coats back to Boston through an aroused country side, with walls and hedges lined with minute men who inflicted heavy losses on the retreating column.

Blood had been spilled. Conciliation became more difficult. On June 17 came the battle of Bunker Hill. An offer to abandon the right of the British parliament to tax any colony which would provide for its own defense and civil government had been dispatched in March. It did not arrive till after the affair at Lexington, and was summarily rejected. The Revolution was under way.

Conciliatory Offer

Nothing less than independence, full and complete—political, social, and economic—would now satisfy New England.

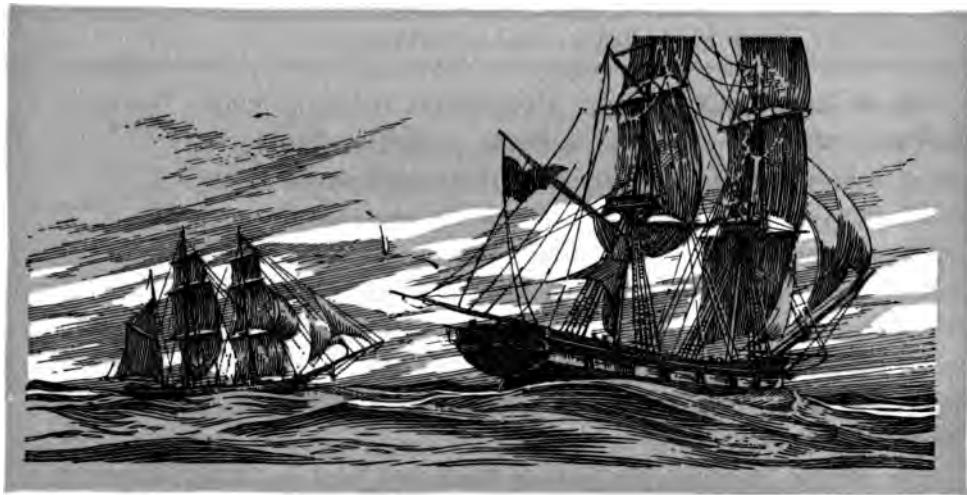
On March 16, 1776, the British evacuated Boston. The city of John Winthrop and the English Puritans had passed forever from British control, almost four months before the Declaration of Independence was signed by the Continental Congress.

Evacuation of Boston

From this time until the end of the Revolution, New England's fighting was principally naval. Seamen bred in New England manned the gun decks and the fighting tops. They swarmed over the sides in many a close action, and determined the issue with cutlass and pistol.

Naval Warfare

They served the guns when John Paul Jones, with three poorly fitted ships, one a half-rotten hulk, boldly attacked and captured two British men-of-war, and "bearded the lion in his den." With the *Bonne Homme Richard* sinking under their feet, they jumped to the deck of the *Serapis* and captured her. Not all the Yankee frigates were New England built; but their crews were largely New Englanders.



CHAPTER IV

After the Revolution

A Prophecy

DURING the peace conference at Paris in 1783, which brought to an end England's wars with France, Spain, Holland, and her American colonies, the Spanish representative, Count Aranda, wrote this prophetic memorandum: "The federal republic is born a pygmy. A day will come when it will be a giant, even a colossus . . . liberty of conscience, the facility for establishing a new population on immense lands, as well as the advantages of the new government, will draw thither farmers and artisans of all the nations."

True in the light of history, it is also true that the poverty and feebleness of the general government menaced

the permanence of a united nation. Until the ratification of the Federal Constitution—"the finest specimen of constructive statesmanship the world has ever seen"—friction between the states and unwillingness to grant congress effective authority threatened to result in the establishment of thirteen squabbling republics.

John Adams, John Jay, and Benjamin Franklin secured the inclusion in the treaty, as finally signed on September 3, 1783, of practically every condition for which they contended: Independence, territory, frontiers, rights to fishing on the Banks of Newfoundland, without reciprocal rights to British vessels along the coast of the United States, disposition of loyalist claims, the validity of private debts contracted previous to the war—all were settled along lines acceptable to the United States.

Justice requires the statement that pressure was put upon the delegates to compromise these private debts. But John Adams declared that he "had no notion of cheating anybody." The treaty provided that all private debts, whether incurred before or after 1775, must be discharged at their full value in sterling money.

The years from 1783 to 1789 have been well termed the "critical period of American history." The colonies that fought shoulder-to-shoulder through the war grew suspicious and jealous of each other. The southern colonies feared that if they agreed to exclude foreign ships from their carrying trade, the shipowners of New England would use their monopoly to the disadvantage of the rice and tobacco growers. Each state enacted laws governing intercourse with foreign countries and between the states.

Some Treaty
Provisions

When
Chaos Ruled

New York laid a double duty on all goods imported in British ships. Pennsylvania passed the first American tariff act for the benefit of a few manufacturers. Massachusetts attempted to establish committees of correspondence for the purpose of inaugurating a new non-importation agreement. She forbade exports in British ships and placed a quadruple duty on all goods they brought in.

Interstate
Commercial
War

The states made commercial war on each other. Connecticut opened her ports to foreign shipping and laid duties on imports from Massachusetts. Pennsylvania discriminated against Delaware. New York imposed duties on all imports from Connecticut and New Jersey—even loads of firewood, fresh vegetables, and dairy products. Rowboats from these colonies had to be entered and cleared through the customhouse, just the same as London ships. Retaliatory measures quickly followed, which fanned the flames of interstate dislike and enmity.

Money Troubles

The financial situation was desperate. Both private and public debts were enormous and there was little currency. Manufactured goods had to be imported. Payment was exacted in money acceptable to the importers. The farmers cried out against the merchants as extortioners who drained the country of specie. They demanded that paper money be issued, and by legal enactment forced to circulate at face value.

In Rhode Island this scheme received a full trial, with these results. The merchants shut up their shops. The farmers threw away their milk, used their corn for fuel, and let their apples rot. Then the merchants threatened to move away. Finally, as a result of a test case, this forcing act was declared unconstitutional. It was soon repealed.



THE first hand paper mill at Milton, in 1717, established this industry in New England—whence comes most of our fine modern writing paper.

In Massachusetts

Massachusetts defeated the rag-money advocates, but not before she had faced and subdued armed insurrection.

In 1788 Bristol County petitioned for an issue of paper money. The Massachusetts legislature refused by a vote of 99 to 19. A bill to reestablish barter, with horses and cows as legal tender, met a similar fate. The legislature did, however, pass a bill to strengthen the federal government by a grant of funds to congress.

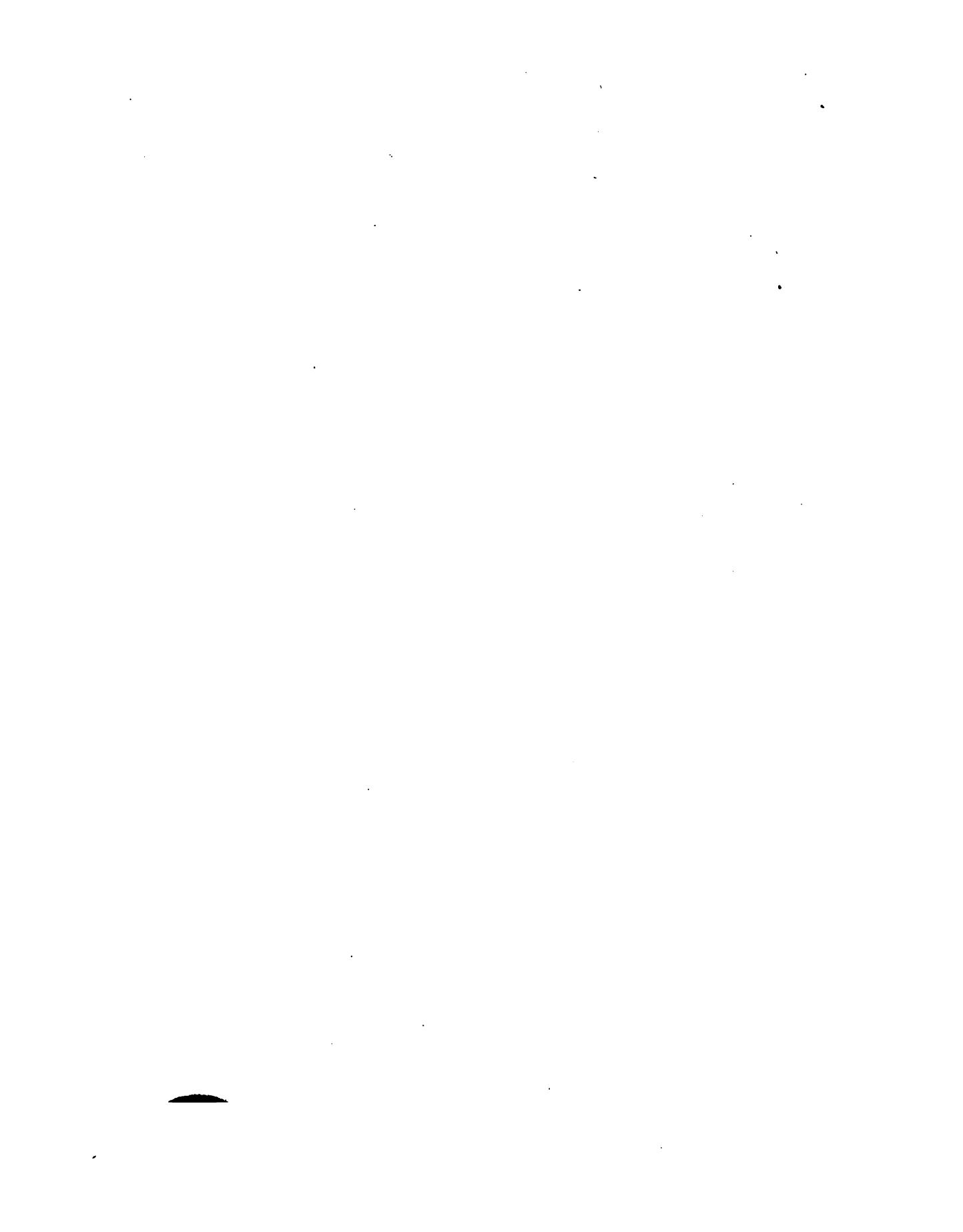
This action aroused violent opposition. A convention met at Hatfield, denounced this act, and demanded an immediate issue of paper money. At Northampton, Worcester, Great Barrington, and Concord armed mobs broke up court sittings. The Supreme Court was to sit at Springfield in September, and militia was sent to protect it. There was no battle, but the insurgents under Daniel Shays prevented the sitting. Further disorders occurred at Worcester and Concord. At Worcester Shays gathered and drilled over twelve hundred recruits, many of them ex-soldiers. Governor Bowdoin called out an army of forty-four hundred troops.

Shays's Rebellion

On January 25 Shays, with two thousand men, attacked Springfield, hoping to get control of the arsenal. The attack failed. In the course of the next week Shays's forces withdrew to Ludlow, and successively to Amherst, Pelham, Prescott, North Dana, and finally to Petersham. At this place the state forces came up with them and, after a brief battle, scattered the insurgent forces and took Shays and a hundred and fifty of his men prisoners. The insurrection came to an end with the defeat, on February 26, of the band that plundered Stockbridge and carried off its leading citizens as hostages.



PINE tree shillings were the first silver coins minted in the colonies. Their making brought such affluence to the mint master, John Hull, that he was able to give his daughter her weight in shining coin as her dowry. Their fineness and value were never questioned.



The leaders of the nation saw the danger of disintegration that unlimited states' rights threatened—that the troubles vexing the nation were curable only by the creation of a stronger national authority. To this period, its wranglings and disorders, we owe the adoption of the strong, well-balanced Federal Constitution.

The peace treaty hit New England hard. It ended the lucrative trade with the British West Indies. Under the Navigation Act, as construed, New England could ship to England only goods produced in the states of which the ship's owners were citizens. The carrying trade in tobacco and rice from the southern states to England was thus closed to New England ships.

Facing these conditions, New England sought new avenues of trade, new fields for her ships and sailors. The profitable commerce of "the East" beckoned, and New England keels were soon furrowing the wide expanses of the Pacific. In the ports of the Orient—Canton, Shanghai, Nagasaki, Calcutta—Yankee ships and Yankee skippers became a familiar sight.

The first Yankee ship in the China trade was the *Empress of China*. She sailed to Shanghai in 1784, with a cargo of lumber, rum, and ginseng, and brought back a cargo of tea and silk. Her example was quickly followed by many others. In 1787 the increasing volume and importance of the China trade led to the appointment of Major Samuel Shaw, of Boston, as the first United States consul to China—linking the young nation to the oldest.

This pioneer voyage marked the beginning of a new era for New England. For the next sixty years the names, Boston

Trade,
Commerce,
and Shipping

The East
India Trade

With China

and Salem, stood for Yankee trade and Yankee ships—the smartest, fastest ships, and the most adventurous traders. During the fifties more American ships entered and cleared from Canton than of any other nationality.

A Boston ship, the little *Columbia*, was the first American ship to visit the Pacific coast of the United States and open trade with the Indians. Her voyage began on September 30, 1787, and ended in August, 1790, after she had completed the first voyage round the world ever made by an American ship.

With Japan

A Boston ship, the *Franklin*, first carried the American flag to Japan, in 1799—many years previous to Commodore Perry's epoch-making visit of 1853. Numerous profitable voyages to the Orient were made in the following years by Boston and Salem ships, where rich cargoes of sugar, coffee, and spices were obtained.

With India

The Salem ship *Atlantic* was the first American ship to cast anchor at Calcutta and Bombay, in 1789. Another vessel, the *Peggy*, soon afterward brought the first cargo of Bombay cotton into Massachusetts Bay—a forerunner of the \$26,000,000 in cotton from India and Egypt, which entered the port of Boston during the year ending August 31, 1918.

To list the famous Boston and Salem ships, their voyages, cargoes, and profits, from 1784 till after the Civil War, would be a formidable task—the ships of Joseph Peabody of Salem, who owned and operated eighty-three ships during a career of sixty years, and whose payroll lists more than seven thousand seamen; of Elias Hasket Derby, of the later merchant princes of Boston and Salem. It

covers the most prosperous period of American shipping — when "old glory" snapped to the breeze in every port in the world.

Speed was always a characteristic of American sailing vessels. Perhaps the fastest of them all was the *Flying Cloud*, which made four trips to California during the rush of the "forty-niners," averaging ninety-seven and three-quarter days.

Yankee Ships

It was not unusual for crack clipper ships to beat the early steamers in the trip from Boston to Liverpool. But as steamers improved in speed, seaworthiness, and dependability, the supremacy of the superb Yankee clippers declined. The late sixties saw the practical end of the era to which they belonged.

Many went under other flags, while others left their bones on coral reefs. Some became barges. They had brought wealth to America, and carried troops to the Crimea, and gold seekers to Australia and to California, where many were run ashore and served as hotels and storehouses.

With the Yankee clipper ships went the American mercantile marine. For years the American flag was rarely seen in foreign ports. Today, as a result of the great war, we have a big new fleet of merchant vessels of a combined tonnage that exceeds the merchant marine of any other nation, with the single exception of the British Empire, and even that leadership is challenged.

The New Ships

New England helped to build it. New England understands foreign trade. Her ports are situated hundreds of miles nearer Europe. Her docks have direct rail connection with every part of the nation. In the new age of

New England's Attitude

power-driven ships New England will do her part to build and maintain the structure and fabric of a great and prosperous American merchant marine.

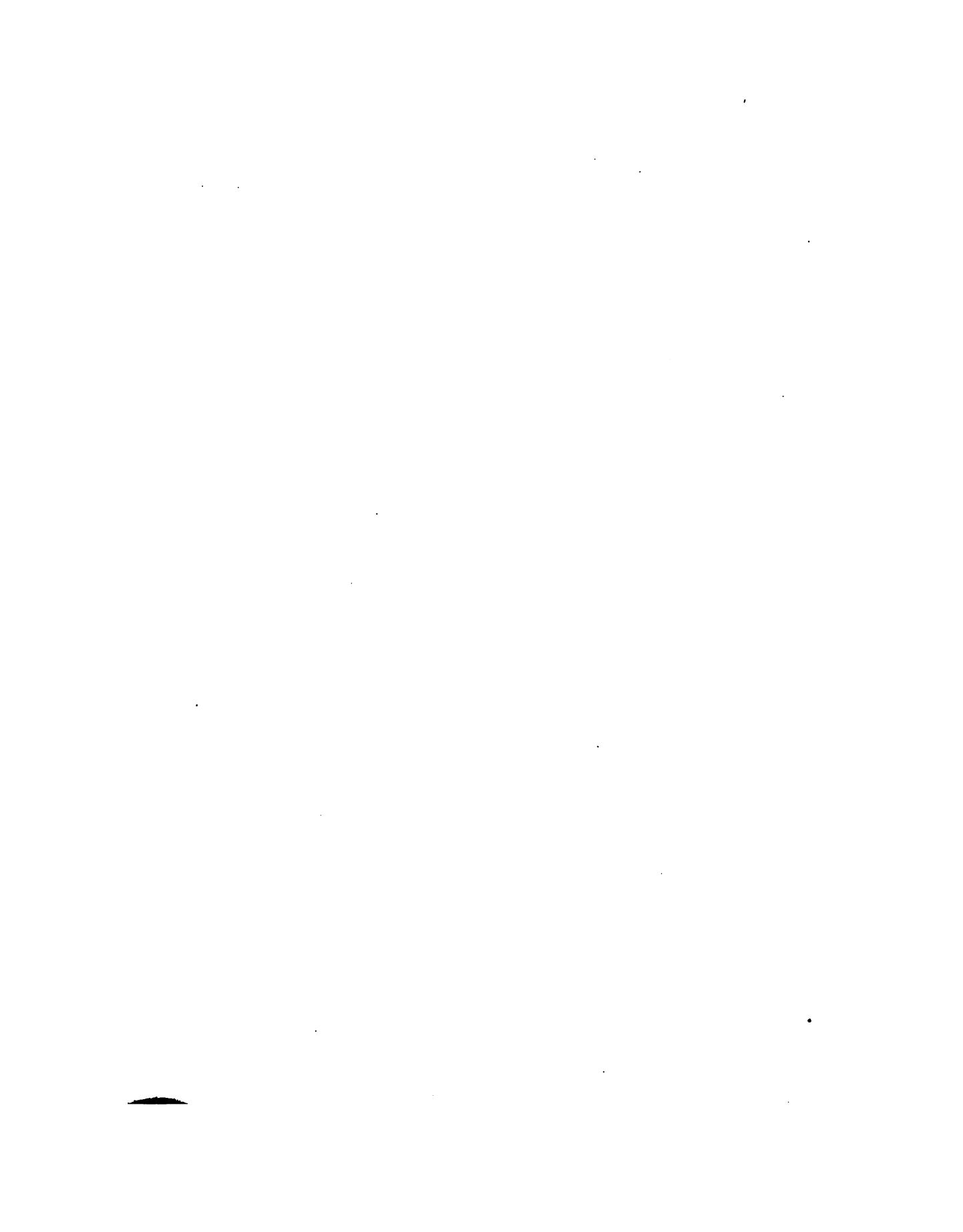
Facilities

Boston possesses the largest land dry dock in the world, with a length at bottom of 1170 feet and a width of 115 feet. The national government intends to make it the nucleus of the greatest ship-repair plant on the Atlantic. Boston already has the largest passenger and freight pier in the world. A competent authority states that "there is no collection of docks and piers in the world which would more readily lend itself to expansion than these Commonwealth projects in South Boston." Portland, Maine, claims the finest harbor in the world, where an ocean liner can steam from her dock to the open sea in thirty minutes without the aid of a tug and without making a single right-angled turn.

New England's harbors could shelter the world's fleets. They are not congested. Loading facilities are ideal. They make port charges small.



THE treaty entered into by Massasoit, sachem of the Wampanoags, during Plymouth's first year, was faithfully kept for more than half a century. Not till "King Philip," son and successor of Massasoit, went on the warpath, did the Indians of Massachusetts Bay commit any serious depredations.





CHAPTER V

Industrial New England

OUT of the chaos of post-revolution days, developed a steady growth of manufactures which closely paralleled New England's expansion in trade and commerce. As her industrial centers grew, agriculture lost its preëminence in New England. Today ninety-two per cent of the people of Massachusetts live in towns.

A Land
of Towns

Others joined the all-conquering host which settled the West, and joined the Atlantic and Pacific with a homogeneous population thoroughly permeated with New England ideals — free institutions, popular education, and personal and public probity and integrity.

Her People

Immigration has swelled the population, but the newcomers have largely absorbed the spirit of New England. In no part of the nation is there a stronger leaven of straight-thinking, law-abiding citizens ready and willing to sacrifice all for a principle and an ideal. They still stand by the declarations contained in the original *Mayflower Compact*, where we read: ". . . Having undertaken for the glory of God, . . . a Voyage to plant the first Colony in the Northern parts of *Virginia*; [we] Do . . . Covenant and Combine ourselves together into a Civil Body Politick, for our better ordering and preservation: . . . to enact, constitute and frame such just and equal Laws, . . . as shall be thought most meet and convenient for the general good of the Colony; unto which we promise all due submission and obedience." This sums up New England's attitude towards law and order today as it did three centuries ago.

Basis of Industrial Preéminence

The dignity of labor, Yankee ingenuity and skill, and pride in work well done, quite as much as the earlier establishment of many industries in New England, have enabled this relatively small corner of the nation to earn the title, the "Switzerland of America"—the unmatched finishing shop of the nation.

Long-established industries, lumber, textile, leather and footwear, machinery, etc., have steadily grown and expanded. New industries have developed. Today no section of the country manufactures a greater diversity of products requiring trained skill and craftsmanship than New England.

Massachusetts easily leads, with over eighty industries, each with an annual value of products in excess of two million dollars. The total value of Massachusetts products

exceeds three billion dollars each year. Forty-fourth state in area, she is fifth in number of wage-earners, and sixth in population. In the production of cotton goods and foot-wear she leads.

While Massachusetts is the heart of New England, each of her neighbors has made progress in arts and manufactures that reflect constant advance through sound, conservative management and expansion.

The bare facts of the census statisticians suggest the size and importance of the other New England states industrially. Maine has twenty industries that each produce goods worth from a million to over twenty million dollars annually. Connecticut is the first state in the manufacture of brass and bronze products, corsets, firearms, clocks, watches, and silverware. Vermont is the only rival of Italy in marble production, and first among the states in the manufacture of scales. Rhode Island is fifth in cotton manufacture, and nineteenth among the states in the value of products. New Hampshire has a shoe and cotton industry that ranks high.

New England employs in excess of 3,000,000 horse power, of which but little over a third is represented by her water-power developments. The vast water power used at Lawrence, Lowell, Manchester, and other points on the Merrimac River makes it, perhaps, the most useful river of its size in America. The Connecticut, Housatonic, Androscoggin, Kennebec, the Saco, Stroudwater, Penobscot, and Deerfield—all these, and many other New England streams contribute to New England's power supply.

The ratio of water power harnessed, to water power available is probably greater in Massachusetts than in any

A Few Statistics**Power Used****Water Power Available**

of its neighbors; but in Massachusetts considerable developments are still possible. In Maine, New Hampshire, and Vermont large unit development is feasible at several points, while innumerable sites for economically developing from fifty to a few hundred horse power exist.

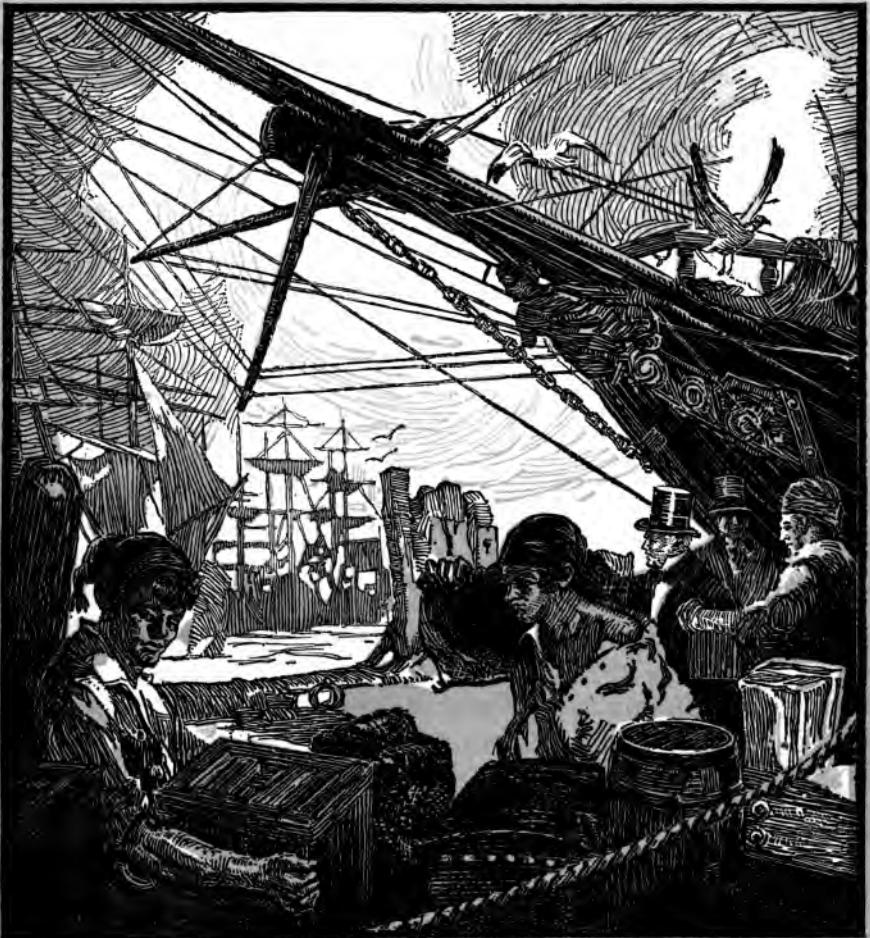
Maine, although now third among the states in developed water powers—over 343,000 horse power—is regarded by competent authorities as an unusually favorable field for expansion, while the streams and lakes of Vermont and New Hampshire, when completely harnessed, will provide big additional contributions to New England's power for industrial purposes.

Abundant power, adaptable and skilled labor, nearness to the greatest centers of population, cheap transportation by sea or rail—these are factors that have enabled New England industry to thrive and grow. Today New England leads the nation in the manufacture of many necessities and luxuries—products that are made at lower cost and better in New England than elsewhere in America.

The textile industry ranks next after iron and steel as a national industry. In New England it absorbs more capital and employs more labor than any other. New England textile production equals that of all other sections of the country combined, exclusive of manufactures of flax, hemp, and jute. Capital investment exceeds a billion and a quarter dollars. Its annual wage payments are approximately a hundred and forty-one millions.

New England owes this preëminence in textile manufacture to inventiveness, as well as to natural advantages and the skill of her workers. At Waltham the first successful

Some New
England
Industries —
Textiles



*SALEM in 1800—the beginnings
of the American Merchant Marine.
From then until 1860, New England
led the way upon the sea.*

power loom was set up. "Not a yard of fancy wool fabric had ever been woven by the power loom in any country, till done by William Crompton at the Middlesex Mills, Lowell in 1840," says Samuel Lawrence.

Boots, Shoes,
Leather

Second in importance to textiles comes the great tanning, leather, and boot and shoe industry. New England produces more than half the shoes manufactured in the United States. Boston is leather headquarters.

About a thousand tanneries, shoe factories, and plants making lasts and other collateral products, do an annual business of four hundred million dollars. A hundred leading communities in New England share in this industry. They include Brockton, Lynn, Haverhill, Boston, Marlboro, Manchester, Nashua, Auburn, and many other thriving New England towns and cities.

As in textiles, the perfecting of shoe machinery and factory organization took place in New England. Her shoe machines lead the world.

Machinery and
the Metal
Industries

Brains have always been a big factor in the success of New England's manufactures. Her machine and metal industries are no exception. While the practical monopoly of New England in the engine industry has been ended by the establishment of these industries nearer to the supplies of coal and iron, New England is honeycombed with establishments for making tools of precision, metal-working machinery, cutlery, firearms, clocks and watches, table silver and ornaments, balances that will weigh a hair and scales that will weigh an elephant, organs, pianos, phonographs, electrical machinery—to list a few of New England's diverse industries.

New England has always been an important factor in the lumber industry — ever since the first shipment in the *Fortune*. There are still vast wooded areas — 2,500,000 acres in Maine alone — that annually supply millions of feet of lumber; forests, which for over three hundred years have been an important source of wealth, that will continue to be productive for generations.

Lumber
and Paper

Side by side with lumber manufactures has grown up its great complementary industry, wood pulp and paper. Here again we find New England the unchallenged leader. Her mills produce the fine bank-note paper that is used for United States currency, bond papers, fine writing papers, the paper used by the metropolitan dailies and the farmers' weeklies, the papers most extensively used in book printing and for magazines.

While New England boasts no great deposits of coal, iron, copper, or other minerals largely used in the arts of industry, she easily leads in the production of ornamental and building stone. New Hampshire is well called the granite state; and Vermont annually quarries and finishes more high-quality marble than any state in the nation, or than any foreign country. Massachusetts, Maine, and Connecticut also have valuable stone industries. New England has in round numbers nine hundred quarry and stone-working establishments with an annual output of products of approximately fifty million dollars.

New England
Quarries

In the realm of table delicacies, sweet corn and potatoes from Maine, canned and fresh fish products from Gloucester, cranberries from Cape Cod, maple syrup from Vermont, apples, pears, the full-flavored hubbard squash have made

Food Products

New England famous for wholesome, old-fashioned food. The fertility of large areas of New England has never been generally appreciated. The census reports show that for corn, oats, rye, and wheat only three states report a larger yield per acre than Vermont. The potato crop of Aroostook County, in Maine, amounting to approximately twenty-five million bushels annually, is an indication of the agricultural possibilities of many districts in New England.

Screens and
Turret Lathes
and Scales

In Vermont, Winooski produces more wire screens for doors and windows than any other village or city in the world. Springfield leads the world in the development of the modern turret lathe, and manufactures the bulk of the world's best lathes. St. Johnsbury and Rutland make more than half of the scales for the nation.

Dyes, Clothes,
Pipe Organs

The largest establishment in the world manufacturing package dyes and butter color is found in Burlington, Vermont, which also possesses the largest establishment making children's washable play clothes. At Brattleboro is the greatest pipe-organ plant in the United States.

Cottons,
Plushes, Tools,
Shoe Machinery

Cotton goods of various weaves and qualities have made Manchester, New Hampshire, with the largest cotton mill in America, Lowell and Fall River, both in Massachusetts, famous. The little town of Sanford, Maine, produces the well-known palm-beach cloth. In Massachusetts, Worcester stands for metal-working machines and tools; Gardner for well-made chairs; Athol for tools of precision; and Beverly for shoe machinery.

The list is interminable. In full, it suggests a syllabus of modern industry and furnishes a convincing background for the tradition of New England skill and versatility.

Industries which migrated westward to be nearer sources of raw materials have gravitated back to New England, the great pool of adaptable skill, where work is done well and at low cost. This suggests why the hides of the West are sent to New England to be turned into shoes; the cotton of the world to be converted into blankets, sheets, and ginghams; and wool from everywhere to become cloths, felts, and carpets.

Basis of Growth

Every month sees new industries taking root in New England. Every month new departments and extensions to old established institutions are added. New England, however, is not crowded. There are innumerable favorable sites for new enterprises, and an adequate supply of New England quality workmen. New England has never been more prosperous, never more promising as a field for industrial development.

Prosperity

These are but a few of the industries that have made New England a big, important factor in the nation's economic structure — that have swelled the amount of exchange through the Boston Clearing House till it is fourth in volume for the nation, exceeded only by New York, Chicago, and Philadelphia.

Finance

Captain John Smith said of New England: "Of all the parts of the world I have yet seen not inhabited, I would rather live here than anywhere." As a vacation land New England is justly famous — Whittier's hundred-harbored Maine; the White Hills of New Hampshire dominated by the towering spire of Mount Washington; the gloriously restful Green Mountains of Vermont; the Berkshires of Massachusetts that have been compared with the

What New
England Offers

far-famed lake district of England ; the fruitful Connecticut Valley ; the sands of Nantucket and Cape Cod — who that knows New England does not love her, “her rocks and rills, her woods and templed hills”?

Climate and Soil

New England invites and welcomes visitors. Come to New England and enjoy her invigorating climate, where summer is always comfortable and winter is bracing.

Her soil, over large areas, possesses richness and fertility which yield potatoes, sweet corn, apples, and all the edible grains in greater volume per acre than many a section of the country that is regarded as an agricultural paradise.

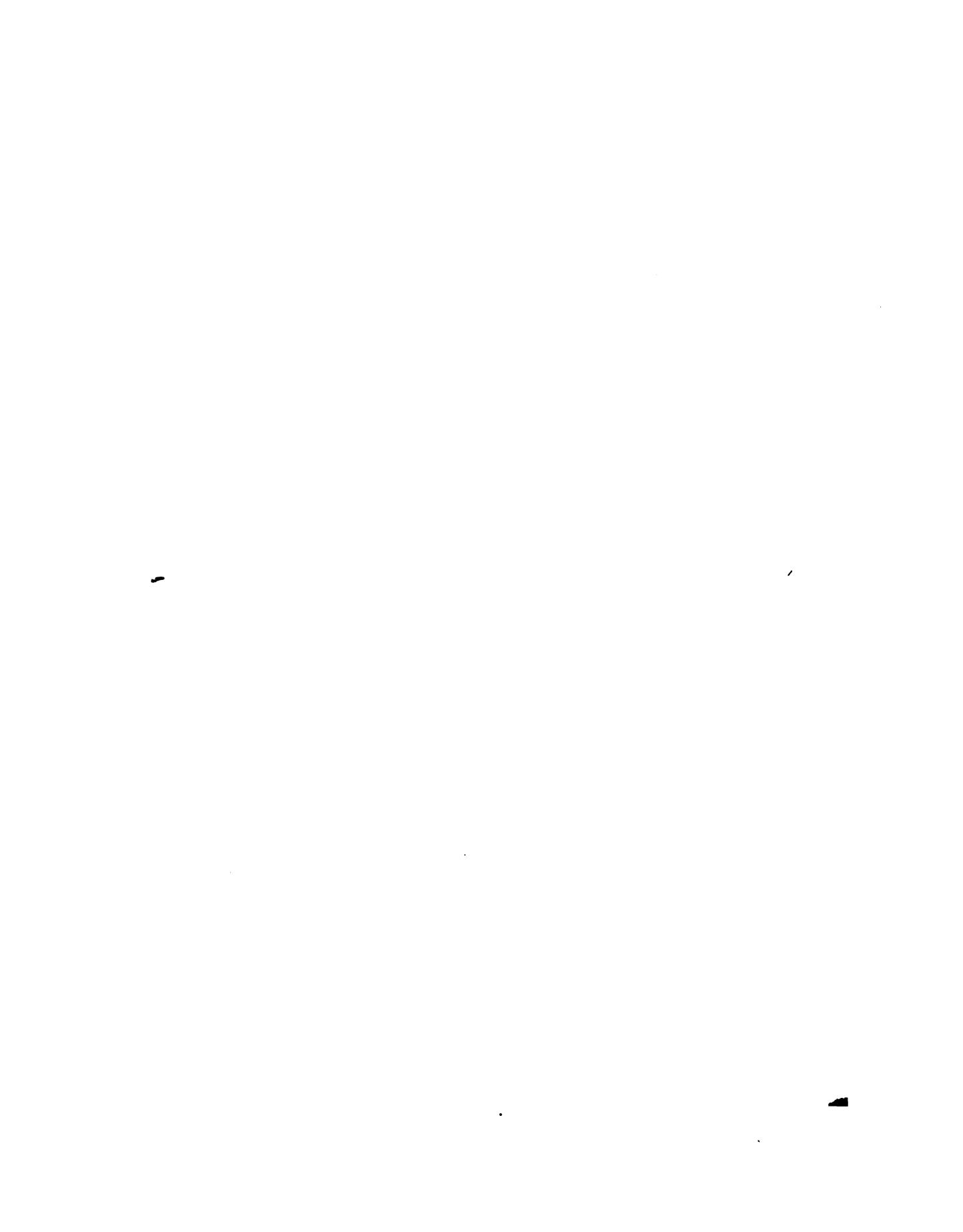
Transportation and Power

Her internal transportation lines are well developed. Her harbors are hundreds of miles nearer Europe than any others, and they could shelter the world's fleets.

Her Bright Future

There is ample power in her rivers and streams — power that can be economically developed — that makes her still the land of promise for industries that need cheap power.

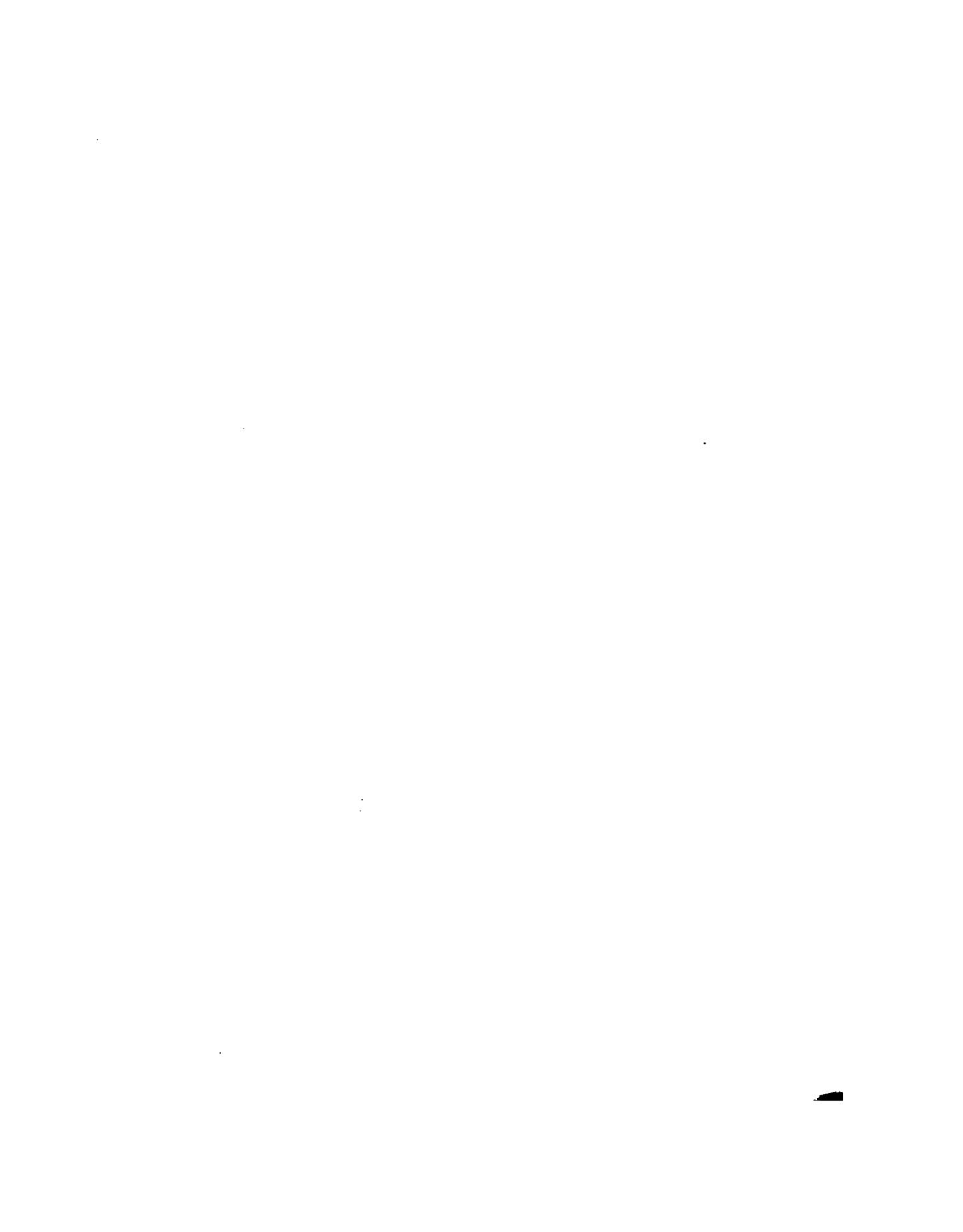
Her people are aggressive, settled in habits of thrift and industry, and are anxious to realize the glorious future of New England — to make her the land of promise fulfilled.













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